

The Packet

Issue 82

Winter 2017.

Suggested Donation £1



Contact the Committee.

The committee meets on the second Monday of each month at The Coach and Horses, Victoria Road, Draycott, DE72 3PS, 7.30pm. Thanks to Mark and staff for provision of facilities. Feel free to attend as ANY help or interest is always welcomed.

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Full details of the committee can be found on our website www.derbycanal.org.uk

Chris Madge and Chris Rees FitzPatrick are also directors of the Trust and can be contacted on the above details.

Cover shows drone photo with water added of Draycott.

I am knitting toys to raise funds for the Derby Canal!
They take a while to make and cost £15, all of which goes to the Society.

I have a book of patterns for wild animals, as well as those pictured, I have made a hippo, a giraffe, a warthog and a snake.

Please think about ordering one of these, it's all in a good cause and they make unusual presents!

To order contact coordinator@derbycanal.org.uk

Anne Madge





Words From The Chair.

I'm writing these words over the Christmas break. We've had the cold spell and now the temperature could rise substantially. Not much hope for a white Christmas, but it will help our working parties. By the time you receive this I expect you'll be recovering from Christmas excesses and working on New Year Resolutions. If so what better way to get some fresh air and perhaps shed a few pounds than joining one of our working parties – details below and on the website.

In the last Packet we issued a plea for support – of any kind - to help us make the breakthrough that now seems so much closer. Whilst we have added to the Trust and Society committees in the past many people are still in work so input has to be shared with work and with family commitments. We have seen an increase in working party attendees, but as far as other areas of support are concerned the general response has been underwhelming. The committee therefore decided we needed to reorganise our resources to focus on restoration and discussed these options at the recent AGM.

The Packet

We have been producing a copy of 32 pages 3 times a year. I believe it is of good quality and contains a full update of the progress being made. The preparation and writing of this is almost exclusive to Society committee members. Articles are then organised, proofed and printed. Distribution involves addressing and stuffing envelopes for distant members and organising local members' Packets into 24 groups for delivery across Derby to the individuals who then hand deliver them. This takes substantial time and effort and typically means that articles are at least six weeks old when you get them.

The Committee wanted to provide the Packet electronically because this not only saves us the ever increasing postage cost and a great deal of volunteer effort, but also means it gets to you sooner.

Our objective was to produce emailed updates of good quality every two months. This would have avoided the need to look at raising subscriptions for some or all members. This was discussed fully at the AGM and a number of members expressed their view that they still wanted a hard copy. We therefore agreed to a compromise solution as follows:

- This Packet and those that follow will be sent by email to members where we have email details, but have no request for a hard copy.
- All new members are already being offered email Packets only and that will continue.
- Any member who receives an email copy may contact us to ask for a hard copy as well (as emails will go out ahead of printing)
- Only two editions of the Packet will be produced each year to help reduce committee time spent.

We will monitor the impact of this over the next year and bring forward recommendations to the next AGM on the next steps, which may include an increase in subscription rates for those still wanting hard copies. We also hope to contact members individually to better understand how we should move this forward.

We are grateful that many members are paying by standing order, which saves a great deal of time in reminders. However we still have a number of members who have not adjusted their standing orders to the new rates. As you will all understand, the impact of this is exacerbated by the increasing Packet costs outlined above and we therefore lose money on the subscriptions of those members whose subscriptions are less than the current rates. Please check your standing order and if required increase the next one to the current annual rates of, Adult (aged 18 to 65) £15 (Joint £20); Concession £8 (Joint £12).



When we look at our membership profile we see that we have email addresses for only around half of our members and the others are typically on the concessionary rates currently set at £8 p.a.

It is our intention to keep you up to date as quickly as possible and for this we will endeavour to update our website promptly. However the easiest way for us to keep you up to date personally is by email. If you use email but don't yet receive emailed updates from us please send your details (including name, membership no, address and/or postcode) to membership@derbycanal.org.uk. Please note we WILL NOT bombard you with emails and we definitely will not pass your email to any other organisation.

Focusing our Outside Activities



In 2016 we attended eight weekend shows with variable results. In future we will review the value to our objectives of each option before committing to attending. We will also look to engage with local members, who may be able to spread the load and enhance our local engagement

and follow up. This will allow us to assess the best way to maximise PR and/or profit over our limited resource.

In 2017 we have already accepted invitations to talk to 15 groups before the end of July. This is generally a more effective way to communicate our work to a preselected interested group. We will continue to promote the talks, but focus on groups which have a keen interest in what we do and are likely to support us actively.

Our working parties are very successful and have been largely delegated to Keith Johnson, who is making exceptional progress. We will continue to put resource into this area as it is generating good PR, encouraging membership and sometimes generating an income. Of course it is also generating progress towards the restoration and getting possibly bored individuals out and active.

As I also outlined at the AGM, it is my intention to reduce my involvement in the Society to focus on the Trust Executive group and put more time into dealing with restoration. I therefore plan to step down from the Chair at the next AGM.



Restoration Developments

Development Group

In October Paul Turner reported further health issues and work pressures at the office and on the farm that meant he had to stand down from Chairing the Development Committee. I have taken over that role and Paul has agreed to be "on call" until matters ease. We didn't want to lose the knowledge that he has accumulated after over twenty years of involvement.

We have also lost contact with Paul Bayliss, who has recently taken up a new full time job, so will need to complete the work on a marketing plan that he started ourselves.

Draycott Section

As reported in the last Packet we have raised the profile of the Draycott section. David has moved forward with contact with N T Killingley Ltd, who have provided a quote for £353,000 for a complete job including a boat slipway at Hopwell Road, 1100m of canal, moorings of around 80m and a weir at the Derby Road end to create the pound. We have clarified that the quotation includes for all construction work to be completed by the contractors over a 12 week time period. As Killingley were responsible for Staveley basin on the Chesterfield Canal we have confidence in their ability and are happy with the basis of their quote.

Given that we have a good specification for the development we have spent/are spending considerable effort to inform and consult with the local population. It is important that they all understand what we are proposing and have an opportunity to comment so we can improve the design/content. It is important to us that we have the approval and commitment of those that will live close to the development. With this in mind we have made a presentation to the Parish Council at Draycott, who then organised an opportunity to present to the key organisations of the area. Prominent were the History Group and Village Fund and their initial comments have already been useful.



We have also attended the Draycott Dickensian Market at the end of November and handed out many leaflets describing plans. The response was encouraging as most people felt it would be a boost for the village. We were surprised as despite all the activity and publicity locally a large proportion were still not aware of us. The public meeting is planned for the evening (7.30pm) of January 11th at Draycott church – with thanks to Rev Gary Dundas for making the church available to us. Thanks to a team of 4 for distributing around 2000 leaflets to homes in Draycott to ensure we get a good attendance and therefore hopefully strong support at the meeting.

To complete the work we will need to start before late summer (about the end of July) so that winter weather doesn't add to the cost. This means that we will need to get planning permission in place quickly. Duncan is already working on the application. We have also made an application to the Tony Harris Memorial Fund run through the IWA for a proportion of the available £200k fund. We have recently learned that we have not been successful, but have been encouraged to continue. A short list has been drawn up including land fill grants, but applications will need to show we already have detailed planning consent in place or have dealt with the conditions on the full outline planning consent already received for the whole canal. We also expect to put out an appeal to our supporters and locals to help to fund the section. To achieve this by July 2017 is a serious challenge to us all, but is still a possibility.

Can you imagine the impact on the overall project of a full kilometre of properly configured canal in water?



Borrowash Lock Area

Roger Ashmead has been coordinating the effort on the Borrowash stretch. He outlined the steps involved in the last Packet. Anyone who has ventured past the site recently will have seen the change that Keith's Wednesday Working Parties have made to the area. Most of the cracked willow trees have now been felled and taken away. The bramble cover along the line has been removed along about 50% of the length and the lock chamber has been completely emptied of mud and undergrowth so the invert is clearly visible. David Savidge has unearthed an old plan of the area showing the water source and the use of the canal to feed a mill and the local population close to the lock chamber. Our digging has identified the mechanics of the lock and of course clarified how much is yet to be completed. I was pleased to find out that Roger himself and one other member of our team is an accomplished brick layer. It'll be very useful – the donated bricks are already piling up!

Many of the heavier stones have been numbered and I believe that Roger is looking at ways to work out where each piece fits by computer. Perhaps we should enlist the help of Indiana Jones – well Harrison Ford is a keen canal user.

In the meantime we are making plans for next year to tackle the ongoing issue of trees projecting over the rail line by Station Road Bridge. As the felling or trimming involves some serious safety issues we have enlisted the help of the experts – WRG Forestry. We are lucky to be sharing the Forestry team with the Uttoxeter canal so will just bear a share of the WRG accommodation costs. We will continue to tidy up the smaller ones on the non tow path side ready for their appearance in late October 2017 to come and take down the Alders that have established themselves along the towpath. We have noted that they are gradually rotting in parts and so are becoming less safe and already have clearance from the Council to fell them. As a result they will need roping to bring them down in the right place – away from the railway. If you notice that we've left a few willows on the opposite bank which are not trimmed to the ground it is because they will be needed to take winch ropes in October. We are also in the process of replacing the old interpretation panel at Borrowash Bottom Lock to present the current story. While we are doing that we will also replace/update the ones at Sandiacre Lock.



Borrowashbottomlock.jpg©

Sandiacre Lock Excavation

When I am asked why it takes so long I think the work on Sandiacre lock sums it up. Good intentions are great, but the unforeseen obstacles just continue to get in the way.

We now have several quotations for the removal of the spoil of around £50k. Now we need to ensure that the methods assumed by the contractors are acceptable to the District Council. It is always difficult to determine how many special measures might be required by the Council to ensure that the public is safeguarded. We may need to provide a tent to enclose the site (preventing wind borne asbestos particles) and a cleaning station so that all access to the site is controlled. All of this is potentially very expensive so we will want to get it tied down as much as possible so we can then coordinate this requirement with the contractors and determine the final cost.

We will need to clarify any remaining planning permission conditions so that the funding applications can see that we are prepared. Once we have that we can submit funding applications. Fortunately we have a very understanding consultancy which already has an almost completed HLF bid document awaiting the final position. We will also need to submit the landfill grant application as well, but they will need a lead funder in place before they will agree their own funding.

Derbyshire County Council

We have been waiting for news on the proposed land transfers from DCC (Lock Lane to Bostocks Lane in Sandiacre and Station Road, Borrowash to the Spondon Bourne). We seem to have made no further progress with the transfer, but are in contact with the officers responsible. Due to this lack of progress we are being assisted by our DCC Councillor Trustee, Michelle Booth in chasing it up. It would of course be very helpful to have title transferred before the work at Sandiacre starts, but unfortunately it is not in our control.



Network Rail Developments

We met with three officers in York in late September to discuss the various points of contact between the railway and canal lines and the potential impact of electrification. We were able to correct their view that there were 19 points of “contact” and took them through the four actual areas of concern as follows:

- Station Road, Borrowash bridge. The group suggested waiting for works to be planned in 2020 as we MIGHT then get the raised bridge work undertaken at minimal cost by NR’s contractors.
- Route under the railway by Pacific Way, Pride Park. We were advised that we should not look at the possible 11 week station closure as the dates were often changed without due allowance for third party plans. They also confirmed that the line would be used to move materials to the working area on the Etchells Lane sidings so there would effectively be no real closure available. We were advised to plan for a Christmas shutdown (3 days) and focus on a bore based culvert, not a cut and cover. They did request that we would need to find a “Competent Bridging Authority” to take responsibility for such works, such as the City Council.
- Raynesway underpass. We were advised that the City Council had contracted to bear the cost of raising the Raynesway bridges for subsequent electrification when the road bridges were built originally. This means that we would work with DCC to ensure the canal could be fitted alongside. There are no current plans for straightening the curve.
- Station Road, Spondon where the levels of the road crossing may need to change to accommodate overhead wire heights.

Whilst the content was reasonably constructive it did suggest that there is no longer a need for speed in this section. However as a sting in the tail NR advised us that for them to continue to deal with us they would need to charge us for time spent. They suggested a contract be set up for a first tranche of fees of around £25k. This would preauthorise the spend to be invoiced by them with little control by us available. We have not yet entered into such an agreement and have asked to see the suggested wording.

Recent news suggesting that track works would be jointly managed with the train companies and that East Midland Trains might be one of the first adopters means we may be able to talk to the local train company, which might ease matters. However no one yet understands the implications of such a change.

Derby City Developments

We have now had a meeting with the Council despite postponements due to officer holidays. The meeting eventually took place with Martin Rawson, Deputy Leader and Member responsible for Regeneration, together with officers from the planning and regeneration departments. This was a reasonably positive meeting and addressed a few issues that concerned us.

Firstly they confirmed that the road infrastructure issues were no longer holding up the Derby Triangle development. With the recent departure of the officer previously responsible for the north riverside and triangle developments we will now be looking for an early meeting with St Modwens to move matters on. It may be fortunate that the officer now with temporary responsibility is well known to us and well versed in the value of canal developments from his previous experience in Coventry.

Secondly we have been able to ask for their input on work with the Network Rail crossing in Pride Park. Did they realise they were responsible for Raynesway and could they be a competent Bridging Authority? We await their answers.

Finally we asked for the city's policy on building a tram route from HS2 into Derby City. We were informed that the Council has not yet formed a view. To date consultants have worked out proposals, which have been publicised and include a route along the canal line. The next stage is to assess economic feasibility and there is already some doubt that this will support the tram in any guise as the costs currently suggested are well over £400m. Such a study is not expected until mid 2017. As you may have noticed from Waterways World we have noted our concern about the Tram coming from HS2 and we have also attended a group assembled by IWA to continue to lobby the HS2 hierarchy on issues such as the Tram.

We were very pleased that Martin Rawson suggested follow up meetings should be organised each six months with him personally. Dates for 2017 have now been agreed. We have also now seen the appointment of a replacement Trustee Councillor for Derby in Dom Anderson of Boulton Ward and look forward to meeting him in January.

Derby City are also looking again at their stated policy regarding S106. We are indebted to Duncan Inwood, who as a recently retired member of Derby City Planning Department is advising on how the policy might work more in our favour. Our need to work closely with the various Planning Authority departments shows what a real asset is to have him on our team.

The work by Peter Brett Associates is continuing with the Arm cost assessment now commissioned as the first part of the business case is built up. We have also developed ideas around a promotional video around the works with the existing animator. It now looks to be too expensive to develop a fully interactive video based upon real footage, but we are looking at a more developed version of the existing one highlighting the features now planned into Mike Wood's work. Our thanks go to Mike Wingfield who has worked so hard at getting this aspect moving.

We have also had further contact with the university Vice Chancellor, Kathryn Mitchell, who has offered continuing interest and support for the project as a whole. We have also had further involvement in the Derby Arm aspect by MBA students and hope for them to assist with marketing studies in due course.

Developing Broader Contacts

Rolls Royce have agreed to build a fully functional model of the Arm and we have agreed that it will then be available for display initially at the Local Studies Library.

We have joined a group named the Derbyshire Derwent Catchment Partnership. The group consists of members from a broad range of water and wildlife interested parties headed by the Environment Agency and including Severn Trent, Derby City Council, and Derbyshire Wildlife Trust. We have started conversations with these bodies around the challenges of using the river for access to Derby city from the derby Arm site. In particular we have been looking at the impact on wildlife and the depth of the river channel.

Studies are now being undertaken by EA to assess the impact of taking out the Spondon weir. This is located beyond the water treatment plant and was originally built to raise the level of water for abstraction by Celanese. With so much consideration by EA of flood management there is a case for taking away any river obstruction that might prevent waters moving away quickly and cause increased flooding to Derby. The studies are required to ensure that all aspects are properly assessed before any action is taken. From our point of view we would be further hampered by a reduction in normal river levels necessary for navigation. It is therefore be good to have our case considered before decisions are taken.

In readiness for this we have had very useful conversations with the angler organisation on the Partnership - The Earl Harrington – who have identified areas of shallows in the river and identified the environmental aspects important to support healthy fish stocks on the river. We are therefore organising survey of the river depth to provide a basis for planning our future approach and we have the help of the Midland Canoe Club who have offered to do this for us without charge.

Spondon Work

We have been trying to coordinate an approach to our next planned working party area - the winding hole at Spondon to Spondon Bourne. Firstly we are unhappy that we have failed to finish the work at the winding hole – mainly due to being let down by our digger driver. Despite agreeing a schedule for the end of March we have been unable to get him on site to finish the work. We are now looking for an alternative, but this will probably not take place until the spring when the hole dries out a bit.

We are however looking to move on with plans to re-establish the hedge alongside the canal path. We have been unable to get Celanese on site and so will be proceeding without them, however we have had an offer from Derby Lions to supply and plant new hawthorn whips along the canal line. It will be up to us to prepare the way for them.

We were hoping to undertake work at the end of the W&S properties patch (where the path narrows and is surrounded by Heras fencing), but have been hampered by a failure of the owner to find a buyer with whom we can deal. It would be good to establish a better path in this area and to treat the knotweed that is taking hold there. Watch this space!

We have also been approached by a canal enthusiast who has memorabilia to sell. If anyone is interested in rose and castle containers or wooden rudders please send me an email on chair@derbycanal.org.uk . We understand that he is looking for it to go to a good home and simply to recover his outlay.

Society News

Events

During the second half of the year we have attended a few more events and have continued to promote the project and sign up new members. Thanks to those of you who came to help or simply to wish us well.

Trent Lock Carnival Sat 13th/Sun 14th August. The event was well attended, which meant we had a patch away from the heaviest traffic, alongside the Erewash Conservation, Preservation and Development Association. As many of the visitors were canal supporters we had a good weekend and met up with some old friends in friendly rivalry.

Swarkestone Lock Through Sun 28th August. We had an excellent day fundraising, publicising and getting plenty of windlass exercise. Whilst we contemplated a further day there we had insufficient numbers to manage it. Thanks are due again to Brian and his colleagues at Swarkestone Boat Club who helped with tea and toilets.

Breaston Navigation Funday Sun 25th September. We attended on a request from the Navigation organisers to support their efforts and the attendance was not as good as previous years. We therefore may not attend in future years.

Draycott Dickensian Christmas Tues 29th November. As usual the event was well organised and we were able to establish a stall in good time before the site was closed to cars (3pm) and when the event opened at 5pm we distributed leaflets promoting the Draycott section. We gained a lot of support and interest and also a great deal of sympathy on a bitterly cold evening. We were all delighted when the event ended at 8.30pm and were packed up very quickly. Special thanks go to John Dyson who organised the "Play your Cards Right" game and to Ian Bowley who provided the lighting and encouragement despite difficult family news.

The Ilkeston Festival of Water August 26th to 28th 2017

The IWA has confirmed that next year's National Festival will be held on the Erewash Canal at the Gallows Inn Park near Ilkeston during August bank holiday weekend. We have of course pledged our support to the organisers and will keep the diary free this year. However we are also considering how we can promote the fact that one end of the Derby is only a couple of kilometres away and all boats will pass through the junction at Sandiacre. Whatever we look to do will inevitably involve supporters so I urge any of you planning to attend to let us know so we can get some benefit to our restoration.

Publicity

Overall I think that we are getting the message out to the public well in a number of ways as follows:

- ☐ We are looking to update interpretation panels at Sandiacre and Borrowash;
- ☐ We have delivered 2,000+ leaflets around Draycott;
- ☐ We have attended many events along the canal line;
- ☐ The website development is continuing thanks to Emma's multi tasking with work, family and a house move. We have also had the offer of a free review of our marketing/website by a commercial firm and hope we may find out how to tweak it and social media to our advantage. This will of course be very important as we progress with fundraising;
- ☐ We have spoken to many people throughout our activities. We even found someone who was very senior at Waterways World just cycling along the towpath. Now he's a member with great new ideas and
- ☐ We have 15 formal talks planned to groups over the next six months covering IWA regions, WIs, Rotary and similar groups and history groups around Sandiacre, Breaston, Draycott, Spondon and further afield.

Wanted, social media / I.T. wizard to update our social media sites. If you can help please contact Eddy
@ coordinator@derbycanal.org.uk

Monthly Meetings

My thanks go as always to Anne, who provided a mixed and entertaining programme for last year. The proof is in the numbers attending, but the highlight was of course Ian Bowley's presentation of the Derby Canal Video. Ian has made copies on CD's that are available for any interested parties. Contact Eddy at coordinator@derbycanal.org.uk who can supply them in return for a donation.

Next Year's programme is shown below. Please note that we agreed at the AGM to bring forward the start time to 7.30pm. Meetings will however still be at the Wilmot Arms, Derby Road, Borrowash, DE72 3HA

Our 2017 programme going forward is:

24 th Jan	The Tall Ships Trust by Kevin Miller
28 th Feb	The Pentrich Revolution 200 th Anniversary by Michael Parkin
28 th March	Railway Ticketing Past, Present and Future by Tracey Dagley
25 th April	Bees and How to Help Them by Jim Parrish
23 rd May Flinders	Stanton Ironworks – Gone but not Forgotten by Stephen
27 th June	Walk with David Hayes
25 th July	Five Years on a Narrowboat by Elizabeth Holloway
25 th Sept	The School of Transport by Graham Wilde
24 th Oct	AGM
22 nd Nov	Beeston Lock Cottages Restoration by Duncan Grewcock.

I hope you agree that it is again a mix of interests and speakers. Please feel free to suggest to Anne any particular topics that are of interest to you as she is already working on next year's programme. The Railway Ticketing and Transport topics have been recommended by members and we thank those providing the recommendations.

Membership

I'm pleased to note that the numbers joining as members have continued strongly and we continue to grow the current membership total. This is undoubtedly a result of the publicity outlined above and the increased working party activities.

Fundraising

As you'll have recognised our attention is moving more to finding the money to fund our restorations. Whilst funding will be limited we have been successful in registering for the Cooperative Fundraising Scheme in Sandiacre. We have been selected at that store as one of three charities that are supported. When a customer buys product at the store they can nominate one of the three charities to attract a small percentage of their expenditure on shopping as a donation. Customers not nominating a charity are allocated prorata to those that do. So far we are approaching £600 in total, so next time you shop in Sandiacre Coop please nominate us. As many don't nominate the impact can be considerable.

We are also examining the possibility of registering in at Coop stores in Borrowash, Spondon and Breaston. If you see a scheme that could apply to using some way please let us know and we'll pursue it.

On a larger scale we will be raising funding for Draycott and any member who would like to sponsor a part of that section please let us know. As you know any donation can be multiplied up considerably by gift aid or as matching with other sources of funding like HLF. You will see in the Packet more details of the options at Draycott and a reminder that we offer to cover legal fees for anyone making a bequest to the Trust in their will.



Working Parties

And finally I have to thank again big style the ever increasing band of volunteers joining our working parties. With Eddy taking control of planning and the Sunday group and Keith Johnson taking the new Wednesday Working Parties at Borrowash we have made stunning progress. My new found skills with the chainsaw have proved very much worthwhile as I've joined Mike Bardill in keeping a large number of trees under control, particularly in Borrowash and hedgelaying in Draycott. We are now close to completing the work at Draycott, which works well with Eddy who is treating the Japanese Knotweed and has it under control and even on the way out. This will of course be very important before work starts on any earthworks.

You may also have seen reports of the death and injury to volunteers at a Wilts and Berks Canal Lock restoration. Despite requests we have not yet been given the full picture of the events as the Health and Safety Executive investigation is still under way. However David Savidge has invested many hours getting together as much information as possible and reviewing our own procedures to ensure everyone operates safely. It is easy to put down H&S rules and requirements as a burden, but no-one could live with a serious accident that could have been avoided. I'm pleased to say that David's original rules have stood firm and we believe cover risks in an appropriate and workable manner. This has also assisted in the annual renewal of volunteer insurance that we need to have in place each year.

It has been a tremendous effort this last year by all involved and we should all be very grateful for the many hours invested and additional friends and supporters attracted.

Contributions Welcomed

We would be happy to receive additional contributions for the Packet; or details of potential future advertisers which will help with the costs; for these please contact packet@derbycanal.org.uk.

Thanks as always for your continued support. Please do what you can at this important stage in our development.

Chris

Funding the Draycott Canal Project

Can you help us to get a length of canal in water?

We have a target to raise £400,000 for the build of $\frac{3}{4}$ of a mile of fully navigable canal. That is a great deal to get the overall restoration of the Canal under way.

For the local community it will deliver many benefits including an improved public space, water activity options such as canoeing and fishing and much enhanced wildlife.

In the longer term it will bring economic benefits to Draycott with more visitors from the outside area using the shops and business in Draycott. This can aid their profitability and sustainability to ensure that these businesses continue to serve their local community.

Additionally delivery of the Draycott Canal Project will allow the Trust to:

- Demonstrate the benefits to a community and argue for further sections.
- Deliver the significant start to restoration required in the Outline Planning Permission we hold and prove we can get a section completed.

We are looking for individuals and businesses to support the restoration with individual subscriptions and have set a 25% target of £100,000 to achieve this. If we can accumulate pledges of donations we can then use these to match fund via alternative sources such as Land Fill Tax Grants. We cannot access these funds unless we have a starting base that demonstrates public support. Every £10 you pledge to donate becomes worth at least £40 of work and more if you Gift Aid it.

Pledge your support

Please pledge to adopt a yard (or more) of canal for £100 per yard. We will not call on you to make a payment until the Trust has sufficient funding to commence the project.

If you want it we will recognise your support as follows on completion of the project:

- All pledges of £100 or more will be recorded in our Contributors Book to be held by the Parish Council and published on the Trust's website.
- All pledges of at least £500 will be recorded on an engraved brick to be built into a celebratory wall to be erected at the Hopwell Road end.
- All pledges in excess of £1,000 will also be noted on a sign board to be erected at the Derby Road end of the stretch. Any businesses

making such a donation may also have links and details attached to our web site and advertising in the Packet magazine.

We now need your commitment to enable us to move forward.

If you wish to make a donation instead please visit our website at www.derbycanal.org.uk or contact our treasurer by email at treasurer@derbycanal.org.uk or by telephone on 07757 979271.

Please **make a difference** and complete the details on the form below:

- □ - - - - -

Please print and detach this section and post to: P Turner (Trustee), DSCT Draycott Project, Ling Phipp Chartered Accountants,

Cliffe Hill House, 22-26 Nottingham Rd, Stapleford, Nottingham NG9 8AA

I pledge to adopt ____ yard(s) at £100 per yard, giving a total pledge of £____ to The Derby & Sandiacre Canal Trust to support The Draycott Canal Project.

Full name: _____

Address: _____

Email: _____

Telephone: _____

☐ Publicise my Pledge

OR

☐ I wish to pledge anonymously

☐ **I want to Gift Aid this donation.** I am a UK taxpayer and understand that if I pay less Income Tax and/or Capital Gains Tax in the current tax year than the amount of Gift Aid claimed on all my donations it is my responsibility to pay any difference. Please notify the charity if you: want to cancel this declaration; change your name or home address; no longer pay sufficient tax on your income and/or capital gains. If you pay Income Tax at the higher or additional rate and want to receive the additional tax relief due to you, you must include all your Gift Aid donations on your Self-Assessment tax return or ask HM Revenue and Customs to adjust your tax code.

Signature: _____ Date: ____/____/2017

THINKING OF BUYING A CARPET????

THE LAST TIME YOU HAD A CARPET FITTED

Did the Fitters cut your
doors FREE OF
CHARGE
WE DO!

Did the fitters MOVE your
FURNITURE WITHOUT
CHARGE
if you could not manage
WE DO!

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WE'RE DIGGING BACK TO DERBY



Working parties and events

Where has this year gone? The last time I wrote to you all regarding the Working Parties was back in July/August, remember the summer – it soon goes.

But as time moves on so does the ever increasing work load involved in restoring the canal back to its former glory.

My first and foremost task is to thank each and every person that turns out in all sorts of weather and puts so much time and effort into this. At the time of writing we have over one thousand hours recorded for 2016, a record in its self and one each person should be proud of.

Working Wednesdays has proved to be a popular and very well attended event since its launch back in August, Keith is running them along with a lot of help from local people and the effects are indeed starting to show some amazing effects to the local area.

We have re-started the hedge laying at Draycott and due to the increased numbers that turn out we have nearly finished the far side, scrub that has threatened to take over has been removed and work has also started on the Derby Road hedge that runs along the main road, this will give people passing an excellent view of the Golden Mile.



Work is planned to tidy up the local area in Sandiacre in the coming months and we will also be paying attention to areas in or near Spondon.

Talking of Spondon – does anyone know of a friendly digger driver with a machine that can give us a few hours, if so, please get in touch.

Full details of all planned events are displayed on our web site, this includes Working Wednesdays and Sundays, feel free to come and join us and give me more work recording all those hours, bring a smile, stout shoes, a drink and on those rare events, a sun hat.

Picture shows some of the work at Borrowash.

Eddy





The Big Dig

Draycott in Water



We are planning to restore the Derby Canal in Draycott – that's nearly a mile of new water park. It will stretch from Derby Road to Hopwell Road and be rebuilt to canal standard for later adoption into the national network.

As you will know this Draycott stretch has been improved by the Derby and Sandiacre Canal Trust over many years. When the channel was dug fifteen years ago hawthorn whips were planted and they are now being laid to present a continuous hedgerow to encourage wildlife as it was 200 years ago. This and other works by our volunteers supported by Draycott folk have given rise to the name "The Golden Mile".

What will it look like?

The canal will follow the existing route and the path reinstated after the work is complete. This will create a level canal pound without locks. Our contractor has used a state of the art drone, which has mapped the stretch from Hopwell Road to the Derby Road bridge. This has produced a 3D image that shows that all the soils moved to create the canal will be used on site.

A computer controlled, GPS guided excavator will use the 3D image to produce the typical U shaped canal profile and a constant water depth of 1.2m for the full length of the canal. A dam will be created close to the Derby Road bridge with a weir to allow any excess water to flow down the existing drain. A slipway and small car park will be constructed at the Hopwell Road end.



Water from existing streams will provide a constant, but slow flow to keep the water clear for amenity use until other sections of the canal are built. Once restored the section of canal will have the following features:

- A slipway to allow small boats and canoes to access the water.
- Mooring points at each end.
- Angling facilities.
- A re-laid foot/cycle path with a grass track for horse riders.

These works can be fully achieved over a 12 week period as soon as funding is available.

How will it be funded?

The estimated total current cost of the project is less than £400,000. This is based upon a detailed fixed quotation for the construction works we specified. Funding will need to be raised from grants and public appeals. The Trust has already applied for a significant grant from the Inland Waterways Association as they specifically target canal restoration and is also currently identifying other funds that can be approached to contribute to the project. Public appeals will be formulated with the Steering Group.

What are the benefits?

- The restored canal will act as a recreational resource for the local community whether it be angling, canoeing or simply walking or riding along the canal.
- A permanent aquatic corridor will improve the biodiversity by attracting invertebrates, fish, hedgerow birds, duck and swans, water voles, etc.
- Increased use of the canal corridor has the potential to bring increased revenues to the businesses in Draycott.
- A key benefit to the Trust is that this restoration will cement the planning consent that the Trust has across the Borough of Erewash further protecting the route of the Derby and Sandiacre Canal. The mooted use of the canal route for a tram service to Derby if implemented would prevent restoration of the canal.

You can help.

There are other possibilities for the village to benefit from the canal and we are setting up a "Steering Group" to enhance the designs to reflect village views. We are considering a trip boat to advertise the canal restoration and potentially raise funds. We also need to consider other areas such as whether a cafe might be useful, car parking detail and access requirements of all users and of course how to fund any enhancements. We already have the support of the Parish Council, whose Chair will sit on the Group.



For more details about the Derby Canal and the restoration project visit www.derbycanal.org.uk

If you want to find out more or help complete the included pledge form and send it to Eddy Case, 34 Lime Grove, Draycott, DE72 3NS or email chair@derbycanal.org.uk

Gin Festival @ Sandiacre
15th July 2017 2.30 onwards
Tickets £10
available from
Jacquie Birtles
Tel 07837 375390
All profits to DSCT.

Wine on the canals.

As I've previously written articles on wine for the local wine club I attend, it was suggested that I could write a piece for 'The Packet' about wine on the canals. However, I've found it difficult to find information about the transportation of wine on the canals of England.

There are some passing references in various publications about wine being part of various load on the fly boats that ferried goods around the country, but none specifically about wine.

In speaking to an old established wine merchant in Shrewsbury, wine was delivered to them by boat in barrels. Whether the wine was delivered by canal or river is not known. Tanners of Shrewsbury was founded in 1872 by the then Captain William Tanner after a working life at sea. Unfortunately, all their records were lost during the war, when the paper was recycled for the war effort. However, the current chairman, James Tanner, remembers being told that the wine was delivered to their warehouse in barrels, as this was lighter than glass bottles.

Up to 1860 it was illegal to sell wine by the bottle, as every bottle could be a different shape and size. Wine merchants would receive wine in barrels and either sell a barrel on to large houses or illegally decant it into their own bottle. Water could have been added to the bottle to increase the profit of an unscrupulous wine merchant. Some wealthy land owners would have their own bottles, sometimes with the family crest embossed on the bottle, that would be sent to the wine merchant for filling. But after 1821, when Ricketts of Bristol received a patent for a machine that would make identical bottles, the standard 750ml wine bottle was born.

Charles Hadfield also makes passing comments on the transportation of wine, beer and spirits in his book 'The Canal Age'. When the canal companies also owned the boats that transported the goods, the lock keepers were employed, not only to ensure the locks worked and canals clear for passage, but also to report any drunken boatman. This was particularly important if the boat's cargo included beer, spirits or wine. One such incident was reported – 'That the complaint against George Cowlinshaw be dismissed on condition of his making an apology for his incivility to the Collector's Wife at Beeston Meadow Lock'.

Lock keepers were also warned against taking bribes from boatman to overlook certain actions. Particularly, if there was coal as the load on the boat, not to rake the canal for any coal that may have 'accidentally' fallen into the water.

Cargoes were often left uncovered or just a simple tarpaulin covering to keep the weather out. This allowed any unscrupulous boatmen to help themselves to the cargo and replace the missing goods. Some sugar and flour sacks were found containing sand to make up the weight, and brandy, wine or beer barrels topped up with water. To try and stop the thefts some boats had the fixed storage areas, for the goods that may go missing, with the access limited to a small hatch with a lock or chains and padlocks with a special key. Some padlock were even sewn into bags to show if they had been tampered with.

As with all goods transported by canal boat, the expansion of the railway system put an end to its work. This has now been overtaken by road transport, but a few special occasions have seen beer return to the canal system which I will cover in the next article.

David Savidge



Membership update

By now some of you will have received reminders about Membership fees, both general and with respect to standing orders. For the general reminders who are not on standing order please pay promptly so I can avoid having to remind you twice. Once two reminders plus a month go by then I'm sorry but your membership lapses - though you are always welcome back at a later date.

For those on standing order for some time there has been a tolerance of those paying older rates of fees however this isn't fair to those who pay the current rates so throughout 2017 I shall be sending out reminders in advance to many of the members if, from our records, it appears you are paying under the current rate for the membership type we have recorded.

In some cases I've already had feedback that our records are not right and the correct monies are being paid. For this I can only apologise if that is the case. In other cases peoples circumstances have changed e.g. from Adult to Concession rate simply due to age so once again an adjustment needs to be made and already I have received notification that standing orders were being revised for which I thank all concerned.

So, if, or when, you receive one of my reminders please can you respond by checking your actual payment against what I currently have recorded, and sending me up-to-date information; if necessary correcting your standing order. Please feel free to discuss with me directly - my contact number will be on the reminder - though remember please I still work full time so out of office hours or at weekends is best.

Life members and Honorary members will of course be exempt from this process but we will gratefully receive any donation you would like to make none-the-less.

Membership numbers are holding reasonably steady around the 750 mark so we are still in healthy numbers of members but as ever we would always welcome more so why not consider giving someone a gift membership this year for a birthday or special occasion. The gift membership still includes the Waterways to Derby booklet within the price and represents excellent value for money.

Please also remember the monthly draw, the odds are quite favourable relative to other lotteries and the price is £12 for one year. If you are not already in the draw and you wish to enter simply let me know & amend your payment accordingly when you renew.

Many thanks for your patience in advance and regards to all our members,

Roger Ashmead Membership Secretary

Make 2017 the year that you Will.

.

At the risk of sounding like a daytime TV advert, I decided to revisit my Will, I've not updated it since Noah was a lad. It's so easy and it's not tempting fate, what will be will be and sure as anything we all have to go, it's just a case of timing. Making your wishes clear is vital and gives peace of mind. I remember going through it with my mother, I got her to write me a letter. She explained what she had done with her Will and what arrangements she wanted when the time came. This included the type of service, readings etc right down to the flowers (and donations to charity). The letter was filed away and put out of mind until she passed away. It didn't come as a shock the value of my assets but with the house price it's a considerable sum. The kids will be taken care of but I thought an opportunity to give some money to charity, I figure the Derby Sandiacre canal would benefit hugely from a legacy from me. To that end I want to make it enough to make a difference and enough so the kids won't think I've given 'their inheritance' away. The value of the house being around the £250k mark, I've put £25k with the canal's name on it. Times change and situations change, that being the case my Will will change. If you want to leave a legacy to the canal it's very easy to do but it just means you have to make a little effort - turn that daytime TV off and do it today.

Thank-you,

Eddy.



Finally

So now you've read how so many people on our committee and working parties are making a real effort to get water into the canal – into **your** canal.

Now **you** need to decide whether you are going to put down the Packet and turn on the TV or do something to change our city and villages forever for the better and help us again.

So how can you help? We need

- ❑ Secretarial skills for grant applications
- ❑ Engineering, building or bricklaying skills
- ❑ Business and private sponsorship of money or services/equipment.
- ❑ Sales and marketing people to write our publicity
- ❑ Project managers to plan our projects
- ❑ Gardeners to plant whips, cut grass and light bonfires
- ❑ IT experts to help with social media, website and video pitches

In fact we need virtually any and every skill. If you can help with our current workload then existing people can be released. Imagine the effort needed to get this Packet to you and how it takes up time that could otherwise be spent on restoration.

And please don't think you are too old or too infirm, as there's lots of work that's not physical. If you are still working and don't have much time we value any time you can offer and perhaps the contacts you may have. We have jobs that can be done from home or in groups.

And if you can't provide us with your time then investigate Give as you Live opposite and earn us a few pennies every time you shop online. Look out for this logo

PLEASE we value everything, but your indifference. Chris.





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